

WEALTHY MEN FIND INTEREST IN DEPEW.

An Astor, a Morgan and a Twombly Invest in the New Cotton Mill.

WELL NAMED TOWN.

It Is Backed by Wagner Car Interests, but Is Said to Be Unlike Pullman, Ill.

CHEAP GAS, AND TAXES VERY LOW

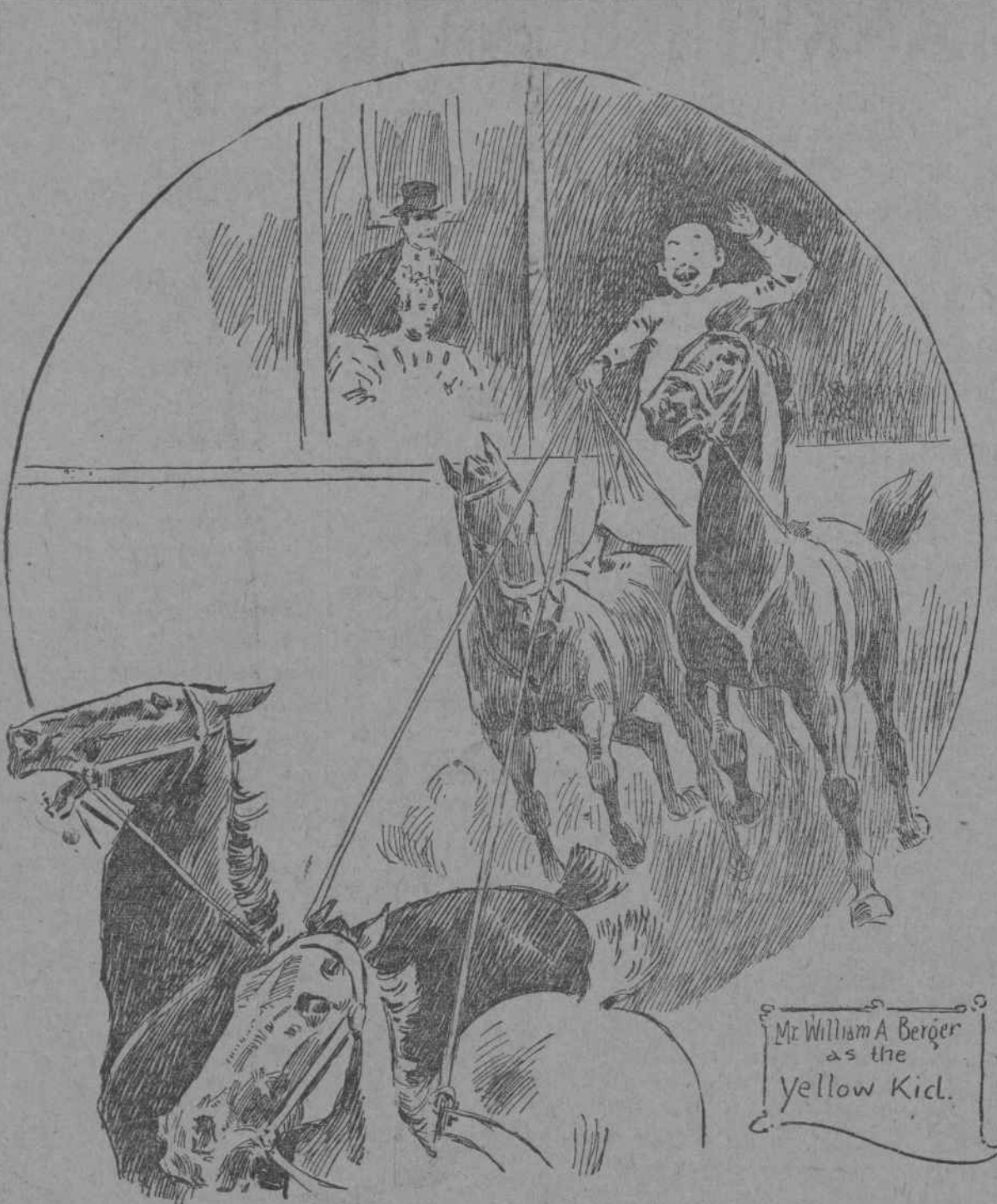
Millionaires, Who Own the Biggest Part of the Place, Declare That the Actual Residents Will Always Be in Control.

John Carstensen, comptroller of the New York Central & Hudson River Railroad, and secretary and treasurer of the Depew Improvement Company, of Depew, N. Y., was seen yesterday at his office in the Grand Central Depot, and confirmed the report that Depew was to have a large cotton mill, and that certain leading New York capitalists are interested as investors, and will form a part of the directory for the new factory.

Mr. Carstensen said: "The following New York gentlemen, who belong to the Depew Improvement Company, are subscribers to the stock of the cotton mill: Chauncey M. Depew, president of the New York Central; W. Seward Webb, president of the Wagner Palace Car Company; J. S. Morgan, a son of J. Pierpont Morgan and of the firm of Cuyler, Morgan & Co.; H. McKay Twombly, son-in-law of W. H. Vanderbilt, and John Jacob Astor.

"The capital is not furnished entirely by New York men," Mr. Carstensen added. "In fact, the mill is a New England enterprise, and, like all mill corporations, will have a subscription list of stockholders, with 400 or 500 names.

"The Depew Improvement Company has sold to the mill company sixteen acres of



Mr. William A. Berger as the Yellow Kid.



THE MONDAY EVENING EQUESTRIAN CLASS TWELVE TANDEM

SOCIETY'S FLOWER RIDE FOR THE BENEFIT OF THE CHURCH SETTLEMENT CLUB.

IT WAS for Charity, and so Society put aside its Lenten garb and appeared in its daintiest robes at Durland's Riding Academy, Eighth avenue and Fifty-ninth street, last night, when the Monday Evening Equestrian Class gave a benefit to the Church Settlement club. The benefit was a decided novelty. It was a flower ride, and each and every one of the participants represented some particular blossom.

The opening number was the Entree des Fleurs. Those represented were Mr. and Mrs. John J. D. Bristol as the Cornflower; Mr. Charles McDougale and Miss Etta Lane as Purple Pinks; Mr. and Mrs. W. D. Ellis as Pink Roses; Mr. J. W. Dongan and Miss Frances Bristol as Red Poppies; Mr. and Mrs. Joseph H. Turl as Forget-Me-Nots; Mr. R. S. D'Loughlin and Miss C. R. Bennett as Hops; Mr. W. Trevor and Mr. Elias Rothschild and Miss M. N. and Mrs. W. W. Jenks as Daisies; Miss A. Z. Straight as Violets; Mr. a Snyder as Red Roses; Mr. Albert Turner and Miss R. Siebel as Lillies of the Valley; Mr. H. Rose and Miss M. Deering as Sweet Peas; Mr. H. de Medeuil and Mrs. John Rhoades as Yellow Chrysanthemums; Mr. George W. Scott and Miss H. H. Homans as Red Carnations; Mr. Edward Penfield and Miss Wilkinson as Heliotropes; Mr. William L. Detmold and Mrs. J. B. Campbell as Pansies, and Mr. W. H. Ruland and Miss Flora Ettinger as Hyacinths.

It was like a Parisian fete of flowers, and Baron Paul Veitinghoff, who directed the affair, came in for no end of praise. The hit of the evening, however, was probably made by Mr. William A. Berger, who, dressed as the Journal's "Yellow Kid," gave an imitation of an old-fashioned four-horse Roman act in a hippodrome.

"The Living Kaleidoscope," presented by sixteen beautiful young women, was another of the features, and the concluding number on the programme, a twelve-tandem event by members of the Monday Evening Equestrian Club, was a fitting climax to an evening's excellent entertainment. Those who took part in it were Mr. and Mrs. Bristol, Mr. and Mrs. Jenks, Mr. and Mrs. Ellis, Mr. McDougale and Miss Lane, Mr. and Mrs. Turl and Baron Veitinghoff and Miss Bristol. Appropriate music was furnished by Bent's Orchestra. Quite a large sum was realized and will be turned over to Mr. Albert Turner, treasurer of the Church Settlement Club.

land upon which the plant will be erected. "I do not think it is entirely settled whether steam or electric motive power will be used in the mill, but I hear that Mr. Joseph McCreery, of Fall River, who is an old mill man, and who is the originator of the plan, expresses himself as favoring the use of steam.

Depew Not Like Pullman.

When asked if there was any justice in comparing the coming town of Depew with Pullman, Ill., Mr. Carstensen said: "I don't know a great deal about Pullman, but I can say that the land at Depew is open to all comers, without any restrictions whatever. It is a place for investment. The company has land to sell, and does not intend to engage in any other business whatever. It does not desire to own or control the land or houses in any way whatever after they become the property of others. The laws governing the town are in the hands of the village trustees elected by the people who live there."

Mr. Carstensen apparently realized that the management of the town of Pullman, by its owners, the Pullmans, had not been agreeable to the ideas and tastes of workmen generally, and did not lose sight of the fact that the names of Dr. Webb and J. S. Morgan (president and general manager of the Wagner Palace Car Company) in connection with the enterprise were calculated to give rise to an impression that the town of Depew, with its new cotton mill, is modelled on the lines of the Pullman Palace Car Company's close corporation.

To correct any such impression he said: "There are now at Depew six factories, the New York Central & Hudson River Railroad Company's repair shops, the Wagner Palace Car Company's storage shops, a population of 30,000 people and 600 houses. Five railroads run through the property, and a (rest of the text is cut off)

New York Central & Hudson River Railroad and the Lake Shore & Michigan Southern Railway is to be built immediately by these two roads, which will practically make Depew a railroad centre, and naturally bring a large number of people to live in the place.

"A print cloth mill is to be built during the coming summer to employ between four and five hundred women and children, besides about sixty or one hundred men. There are 1,100 men taken out of Depew by the Central and Lehigh Valley roads each night and brought back each morning. Three-quarters of these men would live in Depew if there were houses for them to live in.

Cheap Gas and Taxes.

"The village has a supply of natural gas from the wells in the village. The gas is furnished at 25 cents per 1,000 feet. There is plenty of fresh water furnished by the Depew & Lancaster Water Works at low rates, the water coming from springs in the neighborhood, of which there is an unfailing supply for a town of 30,000 inhabitants. This has been computed by experts.

"Depew is situated nine miles from Buffalo, four miles from its outskirts. The land is sixteen feet higher than at Buffalo, and rates, the water coming from springs in the neighborhood, of which there is an unfailing supply for a town of 30,000 inhabitants. This has been computed by experts.

"The total taxes have not been over one-half of 1 per cent on actual values. There are two school houses, one in the north and one in the south side of the main line of track, capable of accommodating 400 pupils each. There are one large Polish cathedral, and Methodist and Baptist societies, both organized, holding regular services. An electric line of railway goes through the town, connecting with the Buffalo Street Railway Company, and another line is now

TWO MORE ROADCUT RATES.

Continued from First Page.

reached at Saturday's meeting, it was agreed that the old rates should remain intact. This was not done by agreement exactly, nor was any record made of the fact, but it is quite likely that it will be considered quite as binding as when the roads all worked together in the Western Freight and Western Passenger associations.

The plan to evade the letter of the law was unique. No sooner had it been definitely decided to wind up the affairs of both the old associations and establish in their stead freight and passenger business organizations and statistics, as outlined in the Journal on Sunday, than one of the most influential members of the defunct organization arose and declared that it was his intention to maintain the former rates, pool or no pool. This declaration was followed by similar statements from all the other members of the conference. The result was that when the session adjourned, there was a tacit understanding that there should be no rate-cutting, and that the former agreement should be considered still in force without any documentary evidence of such.

The general passenger agents of the Western roads will meet in the Great Northern building to-morrow to perfect arrangements in accordance with the opinions rendered by the attorneys, and the executive officers and traffic managers will meet Wednesday to take definite action on the proposition to establish bureaus of information and statistics in place of the association knocked out by the Supreme Court.

Views of an Expert.

Leo Gannan, better known as "Bismarck," the railroad expert of the Chicago Tribune, and perhaps the best posted man in the West on rate-war matters, in a semi-editorial comment this morning on the Supreme Court decision, makes the following significant statements regarding the claim of the railroad managers that the disruption of the pools will lead to the most disastrous results:

opinion that the decision strikes a serious blow at the heart of our railroad systems and means ruin and disaster. The situation, however, is not as serious as the railroad officials and interested parties give out. The collapse of all the existing traffic organizations, which removes all restraint to rate cutting, is likely to cause considerable rate demoralization, but no such widespread railroad war as is predicted by the railroad officials. When the Granger laws were enacted in the West it was declared that every road in these Granger States would go to ruin, but they have prospered more than ever before. After the immediate effects of the Granger laws had been overcome business picked up wonderfully on account of the lower rates offered. In fact, an era of prosperity set in for the railroads affected which lasted until hard times arrived in 1893. Some of the weaker lines may be forced out of existence, but the stronger and

ONE HONEST MAN

Dear Editor: Please inform your readers that if written to confidentially I will mail in a sealed letter the plan pursued by which I was permanently restored to health and manly vigor after years of suffering from Nervous Weakness, night losses, and weak, shrunken parts.

I have no scheme to extort money from any one. I was robbed and swindled by quacks until I nearly lost faith in mankind, but, thank heaven, I am now well, vigorous and strong, and anxious to make this certain means of cure known to all.

I have nothing to sell or send C. O. D., I want no money. Address JAMES A. HARRIS, Box 224 Delray, Mich.

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healthy companies will continue to do business as before. They may have to make more reasonable rates, but the lower rates will stimulate traffic as they did after the reductions made after the enactment of the Granger laws. Those which are in a sound condition are not likely to make rates which would prove ruinous to them. If some of the weaker lines should establish rates below a remunerative basis, the big and healthy lines would simply cease to follow them, and the irreparable concern would hardly be able to exist long with rates below actual cost.

POOLS ON THEIR KNEES.

They May Ask Congress to Come to Their Rescue with Special Legislation.

Information was received here last night from Washington that Attorney-General McKenna will move on Thursday next, in the Supreme Court of the United States, to advance the Joint Traffic Association case, involving the same principles as the trans-Missouri Railroad traffic pooling case, so as to practically insure a rehearing of the important points involved in the decision before the Supreme Court of the United States.

Leading railroad lawyers of New York and Philadelphia will confer to-day at the office of James C. Carter to see what can be done to save the Joint Traffic Association.

Among the legal giants who are expected to be present are Mr. Carter, leading counsel for the big railroad pool; ex-Judge Asahel Green, representing the West Shore; Frank Loomis, of the New York Central; James A. Logan, of the Pennsylvania; Edward J. Phelps, Frederick R. Coudert and Lewis Cass Ledgard.

It is generally agreed by lawyers that the decision of the Supreme Court in the Trans-Missouri Freight Association case is so clear that the Joint Traffic Association cannot hope for a different decision in the case now pending.

This case was brought by United States District Attorney Macfarlane, who in commenting on it yesterday said:

"From a careful reading of the opinion in the Trans-Missouri case I cannot see how the lawyers for the Joint Traffic Association can expect a favorable decision. The latter association has offered to even a greater extent against the Sherman law than did the Western Association."

It is understood that the railroad lawyers take the same view, and that at their meeting to-day they will devote less time to considering the coming Supreme Court fight than to devising some other method of meeting the emergency.

One plan which will be considered is the asking of Congress to pass special laws so that pooling may be continued under direction of the Interstate Commerce Commission. This, it is argued, would enable the Commission to prevent discrimination in rates, and at the same time enable the railroads to avoid rate cutting.

The railroad men have grave doubts, however, about the willingness of Congress to sanction pooling, even under Government supervision.

Another plan to be considered is that the association be in relation only to the classification of freight. This, it is argued, would not be a restraint of trade, and therefore not a violation of the law. With freight properly classified the railroad men think they might be able to maintain rates by verbal arrangement with each other.

but experience has shown that only an ironclad agreement will prevent cutting, and even that sometimes fails. A. B. Waller, chairman of the Joint Traffic Association which preceded the present body, said yesterday: "The roads can seek to obtain an amendment of the law by which the mutual agreement necessary to the transportation business shall be legalized. In doing this they will be utilizing the assistance of every intelligent business man."

NEW LAWS ARE NEEDED.

James McCrea, of the Pennsylvania, on the Effect of the Trans-Missouri Decision on Railway Traffic.

Pittsburg, March 29.—James McCrea is first vice-president of the Pennsylvania Railroad Company, head of its traffic department and president of the Vandallia. In speaking to-day of the Trans-Missouri decision he said:

"The Vandallia line is in the hands of the United States Court, and V. T. Mallott is receiver, therefore I cannot speak for it. I have now seen the full text of the Supreme Court's decision, and, though I had the opinion of counsel, it seemed to me, as a lawyer, to be as sweeping as first reports indicated, and so completely forbids former methods of transacting business as to leave us all at sea as to the future. One of the principal objects of the Interstate act was to secure fair rates without discrimination either as to person or locality. How this can be secured without co-operation between the railroads is a mystery to me, and how agreements securing this result, as nearly as the complex conditions of business make it possible, can be a restraint on trade, is even more mysterious. I have always supposed that fair rates being given to all shippers considered, the only restraint upon trade that the railroads could be responsible for was a failure to provide proper facilities for business; surely none can be more interested in developing, not restricting, trade than the railroads.

"I understand it, the Interstate Commerce Commission is empowered to say when rates are not fair, or when they discriminate against localities; and, with this protection, it is assumed to me that the interests of the public were well guarded, and that associations that made rates uniform, as nearly as possible, were not in violation of the law. It is made possible by necessary adjuncts to the successful carrying out of the Interstate law. I still believe such to be the case, and that remedial legislation of some kind must be enacted that will permit the continued co-operation between railroads and the Commission."

KENTUCKY SENATORIAL FIGHT.

Another Futile Ballot Taken—Blackburn's Views of the Situation.

Frankfort, Ky., March 29.—The fifth joint Senatorial ballot resulted: Hunter, 58; Blackburn, 41; Davis, 12; Boyle, 7; Stone, 1. Necessary to a choice, 60. There were several pairs. No attempt was made to take a second ballot.

A close friend of Governor Bradley states that the Governor is opposing Hunter for Senator because he "believes that the election of Hunter would destroy the Republican party in Kentucky."

Chairman Tompkins, of the bribery investigating committee, has learned the identity of the man who says he was offered \$20,000 with which to get two votes for Hunter. Summons have been served and the investigation will begin to-morrow.

Lexington, Ky., March 28.—Ex-Senator Blackburn, when asked yesterday his opinion of the situation at Frankfort, said Dr. Hunter was already as good as beaten, and had absolutely no chance unless he could take away a number of his (Blackburn's) supporters. This he could not, in his opinion, do. Blackburn did not think that any Senator would be elected this session.



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